

patrolling fleet maintained by the British and French to protect their own shipping and American ships carrying munitions of war had been sighted. Frantic appeals were sent to Halifax, but the commander of the British naval station there refused to divulge what steps were being taken to meet the submarine attack.

The work of the patrolling fleets was directed from Halifax and ever since the war began cruisers and auxiliary vessels of the British and French navies have moved up and down the coast line.

Two Torpedoes Already Used Before U-53 Reached Newport

With the wireless confused as the excitement started. More than twelve hours had passed since the U-53 left the harbor. She had gone as mysteriously as she had come. For her presence in an American harbor Captain Rose had offered two explanations—one in words and the other in action—and both alike unsatisfactory. He had told Rear Admiral Knight, upon whom, as commandant of the Newport naval district, he had called to pay his respects, that the visit was purely a complimentary one, and afterward he had given a newspaper man a packet to be mailed to the German Embassy by "very special delivery."

Officers Doubt Reasons Given. To the officers of the station it is inconceivable that Captain Rose should have betrayed his position to the enemy for no other purpose than to compliment a neutral admiral, and that he should so lightly have trusted really important papers to a stranger for transmission.

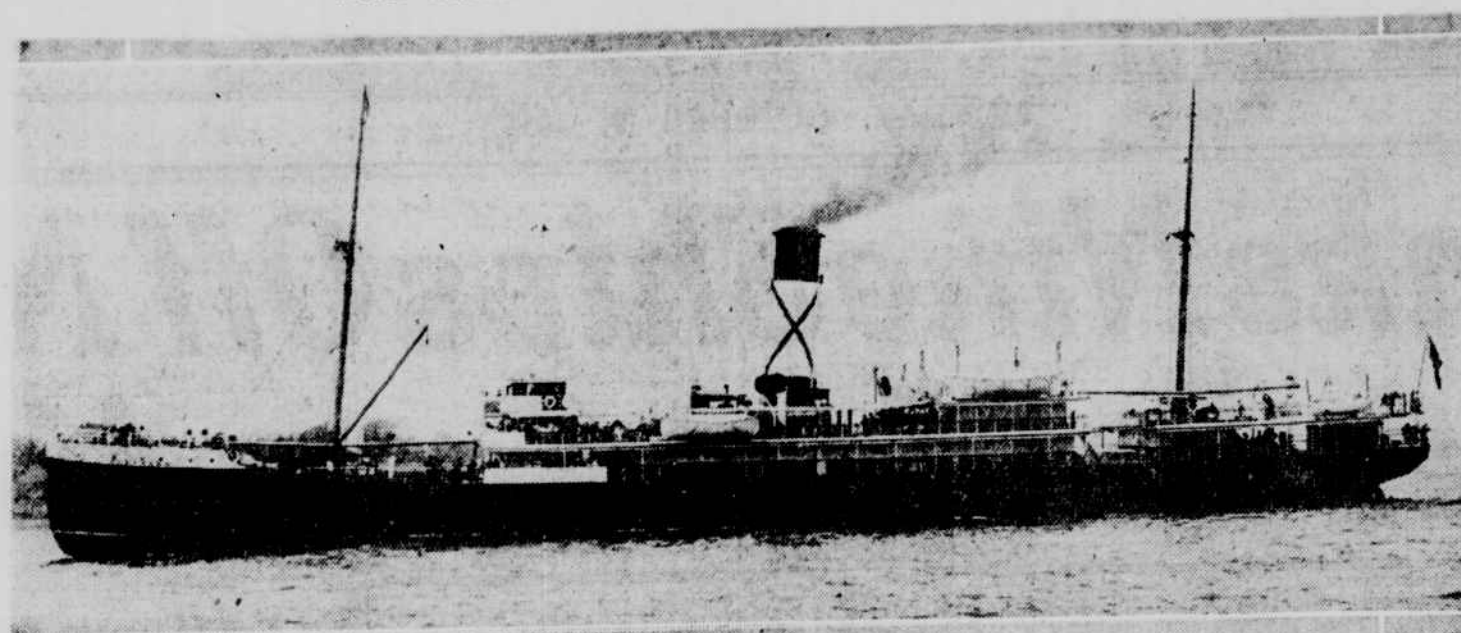
Over this puzzle the officers and the civilian population were wrangling. The first flash told that the U-53 had been intercepted off Nantucket Shoals by a submarine. Another followed almost immediately saying she had been released and would reach Boston light by evening.

Expected to Hurry Home. The U-boat, despite the boast of her captain that he had provisions and fuel for a three months' cruise, is believed by submarine officers to have been ready for a hurry of raiding and a quick dash home when she said goodbye to Newport and poked her nose under the harbor mouth.

Admiral Knight apparently expected more news over the wireless, for he went to his office in the War College, and remained there all forenoon. "We work all the time here," was his reply to reporters, who suggested it was odd that he should be at his desk instead of resting at home. "Sundays and holidays are all the same to us."

About noon came the second wireless

RED CROSS LINER STEPHANO, VICTIM OF U-53.



Passengers aboard the Stephano, many of them New Yorkers, were permitted to leave the ship before the German submarine sank her.

from the lightship. This was the message Admiral Knight's operator took down and brought to him: "Steamship West Point, nationality unknown, in distress ten miles south-east Nantucket Shoals Lightship. Sending S. O. S. operator says fired on. Passengers standing by boats."

U. S. Destroyers Set Record As Sixteen Hurry to Rescue

The authorities at the naval station now had something definite to work on. Rear Admiral Albert Gleaves, commanding the torpedo flotilla, was aboard the scout cruiser Birmingham, lying at anchor in the harbor. A few minutes after the message from the lightship had been received it was in his hands, with orders to "go ahead."

First came word of the Bloomers, getting as many vessels to sea as possible in the shortest possible time. They are liberal here with Sunday shore leaves, and not a boat in the harbor was left behind. The first of the destroyers, four officers and ninety-six men. Nor was there one with steam up. Without trying to round up officers and men ashore, Admiral Gleaves ordered the fifth, sixth and seventh destroyer divisions to sea. In what followed new records for the flotilla were established. The destroyers had been stretched in a long gray line, with their noses pointed in the direction of the island torpedo station. Smoke herded them to their funnels. Shore-bound bluejackets were called back to their posts just as the government ferryboat was pulling out with them.

Off in Twenty Minutes. Twenty minutes after sailing orders had been transmitted the destroyer Jarvis, Lieutenant L. P. Davis commanding, slipped her cable and backed into the inner harbor. For the first few hundred feet she moved lazily; then when plenty of searoom lay ahead she shot forward like a monster torpedo, with a mustache of white spray before her.

At intervals of a minute or two the other destroyers of the three divisions sped in the wake of the Jarvis, engines of destruction on an errand of duty. The Jarvis was followed by the Drayton, commanded by Lieutenant D. W. Bagley, then vanished, in order, the Ericsson, Lieutenant Commander W. S. Miller, flagship of the sixth division, the O'Brien, Lieutenant Commander C. E. Courtney; the Benham, Lieutenant Commander J. B. Gay; the Cassin, Lieutenant Commander W. N. Vernon; the Balch, Lieutenant Commander David C. Harahan; the McCall, Lieutenant L. M. Stewart; the Porter, Lieutenant Commander J. C. Smith; the Fanning, Lieutenant C. M. Austin; the Paulding, Lieutenant Douglas L. Howard; the Winslow, Lieutenant Commander N. E. Arlyn; the Arlyn, Lieutenant Commander John C. Freymont, Jr.; the Cushing, Lieutenant Commander T. A. Kittinger; the Cummings, Lieutenant Commander G. F. Neal; and the Conyngham, Lieutenant Commander Alfred W. Johnson.

Make Thirty Knots an Hour. The mother ship, the last to get away, sailed out of the harbor at 2 o'clock. Every one of the destroyers was tearing ahead under forced draft. Three of them were making thirty knots and the Jarvis was expected to be on the scene of the attack before 4 o'clock.

Rear Admiral Gleaves would not admit that he sent out so strong a force in expectation of trouble. "We want it made plain that the destroyer divisions are sent out to save life," he said. "That is the duty of every sailor, in the navy and out. We'd send help just as soon if a submarine did not figure."

The admiral was asked why so many vessels responded to the West Point's SOS. "There are two reasons, and two only," he answered. "The first is that indications are the water is thick off Nantucket Shoals and that the problem is to be more or less one of searching. The other is that I thought it would be good practice for the officers and crews."

Admiral Gleaves expressed pleasure at the showing made by the destroyers. "It was mighty good work," he said. "The whole sixteen of them were off within an hour and a half of the time we got the word. Of course, we could have done better on a week day, when we would have had steam up and full complements aboard."

News of More Ships Sunk. It was just as the Melville was losing the land astern that the next flash came from the lightship. It was this: "Have taken aboard twenty survivors of crew steamer Stratheden." The news of the sinking of the third vessel, the Red Cross passenger liner Stephano, came after dark and was a far greater shock. The message was received by Rear Admiral Knight. The Stephano was bound from St. John's, Newfoundland, for New York, and had between eighty and ninety passengers, most of them living in New York. The message indicated that all were saved.

Just before 8 o'clock word came from Boston that a radio message had been picked up there stating that the British steamer Kingston had been sunk. This was later confirmed by Admiral Knight. All on board the steamer were picked up by one of the destroyers sent out from Newport.

The passengers of the Stephano, another message said, had been taken aboard the American destroyer Balch. The steamer Kansas, which turned back to help the West Point, later proceeded on her course, and to-night was reported entering Boston harbor.

Kansas Gives Up Search.

A message from Captain Smith, of the Kansas, was received, as follows: "At noon received distress signals from West Point. Started back to her assistance and steered for her till 4:45 p. m., when message was received that crew of fifty-five was approaching Nantucket Lightship in two boats. Found position of torpedo boat was nearer to West Point than that of Kansas, so gave up search and am proceeding to Boston."

CAPITAL SEES TRADE MENACE

Continued from page 1

denied the use of their territory to aircraft, whether belonging to the naval or military forces. Such craft are shot down when they violate neutral territory.

The position of the submarine, it is held, is exactly that of a hydro-aeroplane, which can be used as a surface boat, but nevertheless cannot be restrained by the naval forces of a neutral power, and made to conform to the law of neutrality, and, therefore, is not treated as a war vessel. It is understood that Sir Cecil Spring-Rice, the British Ambassador, had this point in mind yesterday when he rushed to see Acting Secretary Polk as soon as news came of the U-53's arrival off Newport. The sudden departure of the submarine prevented thorough consideration of the plea.

Refused to Intern Deutschland. The United States, however, in its answer to the British Embassy's representations last July, concerning the merchant submarine Deutschland, rejected the contention that a submarine should be treated otherwise than as an ordinary vessel.

Since Germany has carried the commerce war practically into American waters, the interests of the United States may oblige this government to reverse the stand taken in the Deutschland case, and forbid the use of its ports to submarines, particularly when equipped as war vessels.

Naval officers say that without deserting its technical neutrality the United States Navy may be put in to protect the neutrality of the United States. In conveying American ships to American ports, convoys for American ships may be given, it is declared, even on the high seas, to insure the observance of international law by submarines, but protection to foreign ships must cease at the three-mile limit.

The only peaceful use to which the United States Navy may be put is to protect the neutrality of the United States. In conveying American ships to American ports, convoys for American ships may be given, it is declared, even on the high seas, to insure the observance of international law by submarines, but protection to foreign ships must cease at the three-mile limit.

These facts have been brought repeatedly to the attention of the State Department by persons interested only in preventing a new clash between Germany and the United States. The department not only has let the warnings go unheeded, but has openly scoffed at the suggestion that the submarine truce was not a permanent peace.

Germany, it is declared here, has reached the conclusion that President Wilson is dependent on the pacifist sentiment in this country for his hope of reflection, and that therefore any

summary action by this government is unlikely.

Short of the most drastic measures, however, the President apparently has no way out of the present difficulty. The ordinary diplomatic methods used in the past would enable Germany to maintain a U-boat blockade for months while the notes were being exchanged. Only a sharp warning to Germany that relations would cease unless the submarines were withdrawn immediately from the vicinity of the American coast could avail, it is declared, and it is seriously doubted that President Wilson will take such a step.

He protested vehemently in December, 1915, against the "hovering" of British warships near American ports, although the main purpose of these vessels was to apprehend German warships attempting to take refuge in American ports.

Bernstorff Gets Message. News of the sinking of many ships to-day drew expressions of satisfaction from the ranking Teutonic diplomats. The German Embassy still maintained that it was without prior knowledge whatsoever regarding the visit of the U-53 or her mission in American waters.

The dispatch sent to Count von Bernstorff by Lieutenant Captain Hans Rose arrived to-day, but was said to have contained no information of importance. It is understood that he entered Newport to show his ship to the American navy, knowing that many ships were gathered there. The communication closed with the statement that he hoped he might secure some supplies should they be offered to him, and requested the embassy to pay any bills.

The embassy appeared to be disappointed because the commander of the submarine failed to give more information regarding himself, his vessel and his intentions.

Count von Bernstorff left Washington to-night for New York. To-morrow he will go to Shadow Lawn, N. J., where he has an appointment with President Wilson. It is generally understood that the ambassador will present an autograph letter from Emperor William replying to the President's personal message regarding relief in Poland.

Raiders Must Conform to International Law

Washington, Oct. 8.—Submarine warfare at the very doors of the United States, with all its spectacular features, does not necessarily portend further complications with Germany, so long as it is carried on within the limitations of international law. That is the view of official Washington to-night on the record of one day's

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DARDANELLES CAREER OF RAIDER RECALLED

Navy Officers Credit Her with Sinking Allied Warships.

Newport, R. I., Oct. 1.—The U-53—unless the submarine now designated which visited Newport has not owned the number long—made a previous record for destruction in the Dardanelles. As the memory of officers at the local station serves them, it was a U-53 which sank Allied warships in the straits.

At any rate, the U-53, Newport and the Shoals of Nantucket know, is a giant of her class. Rear Admiral Knight gives it as his impression that she is fully twenty per cent larger than the L-boats, the biggest and most modern submarines of the United States navy.

DENIES U. S. FAVORS WAR TO REAP PROFITS

Berlin, Oct. 8 (by wireless to Sayville, N. Y.).—The view that the United States desires the continuance of the war for the sake of business is a mistaken one, declared Baron von Hengel-müller, former Austro-Hungarian Ambassador to the United States, in an interview in the "Budapest Journal," as quoted in a Vienna dispatch to the Overseas News Agency. His twenty years' residence in America had convinced him that no nation was more likely to be moved by sentiment.

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